

READING KEEPS THE MARKET UP

Without Its Sustaining Influence Other Stocks Would

NEW YORK, April 20.—The strength of Reading was the principal sustaining influence in today's stock market. Without that price apparently would have sagged as sales to take profits were the order of the day in the majority of the list. This has come to be such a usual thing on Tuesdays that the traders here have adopted it as a precedent and works on the short side of the market when Tuesday arrives. The special strength of Reading was the outgrowth of the persistent rise in price of Central Railroad of New Jersey, of which Reading is a large holder. This strength was transferred to-day to Baltimore and Ohio, owing to the fact that the company shares with the Lake Shore control of Reading itself.

While the demand in the general list failed to respond to the buoyancy of Reading, there was hesitation about selling. The consequence was a considerable reduction in the volume of the market's activity outside of the coal and a narrow price movement. The selling became more conspicuous late in the day. Part of the repression in the market was due to an apprehension that a crisis might be approaching in the wheat speculation. Growing disapproval of the speculative movement in wheat is heard in the financial district, but a sudden collapse in wheat would not be without power of disturbance in other markets.

Bonds were irregular. Total sales, par value, \$5,848,000. United States bonds were sold at 100. Total sales of stocks to-day, \$34,200 shares.

NEW YORK, April 20.—Money on call easy, 1-1/2% offered at 2. Time loans soft and quiet active, sixty days, 2 to 2 1/2 per cent. and ninety days, 2 1/2 to 2 3/4 per cent. Six months, 2 3/4 to 3 per cent. Prime mercantile paper, 3 1/2 to 4 per cent. Sterling exchange, steady with central business in bankers' bills at \$4.86 1/2 for sixty-day bills and at \$4.87 1/2 for demand; commercial bills, \$4.85 1/2 to \$4.86 1/2. Bar silver, 11 1/2. Mexican dollars, 44.

RICHMOND STOCK MARKET.

Richmond, Va., April 20, 1909.

SALES AT BOARD.

Bank of Richmond—At 125.

STATE SECURITIES.

North Carolina 4s, C. 1910, 94. Asked.

North Carolina 6s, C. 1915, 110.

U. S. 5s, Old, C. 1915, 110.

Centuries, 2-3, C. and R. 1921, 91 1/2.

RAILROAD BONDS.

A. C. L. R. R. Cfs. of Ind. 4s, 97.

Chas. Col. and Aug. 5s, 111.

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OFFICIAL RANGE AND SALE OF STOCKS IN NEW YORK.

By THOMAS BRANCH & CO., Bankers and Brokers.

SALES:	Open.	High.	Low.	Bid.	Asked.	SALES:	Open.	High.	Low.	Bid.	Asked.
6.70 Allis-Chalmers, pfd.	16	16 1/4	16	16 1/4	16 1/4	8.610 Int. Mer. Marine, pfd.	25	25 1/4	24 1/4	25 1/4	25 1/4
8.10 Allis-Chalmers, pfd.	50	51 1/2	50	50 1/2	50 1/2	100 International Paper, pfd.	12	13	12	12	12
10.70 Allis-Chalmers, pfd.	70 1/4	70 3/4	70 1/4	70 1/4	70 1/4	Int. Paper, pfd.					66
11.30 American Can, pfd.	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	2.800 Kan. City-South, com.	40 1/2	41	40 1/2	40 1/2	40 1/2
12.00 American Can, pfd.	70 1/4	70 3/4	70 1/4	70 1/4	70 1/4	2.800 Kan. City-South, pfd.	72 1/2	72 1/2	72 1/2	72 1/2	72 1/2
13.00 American Can, pfd.	59 1/2	59 1/2	59 1/2	59 1/2	59 1/2	2.800 Louisville and Nashville, pfd.	138 1/2	138 1/2	138 1/2	138 1/2	138 1/2
14.00 Amer. Cel. and Foun., pfd.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	150 Manhattan, pfd.	140 1/2	141 1/2	140 1/2	141 1/2	141 1/2
1.600 American Cotton Oil, pfd.	58 1/4	58 1/4	58 1/4	58 1/4	58 1/4	Metro. Street Railway, pfd.					23 1/2
1.600 American Locomotive, pfd.	54 1/4	54 1/4	54 1/4	54 1/4	54 1/4	Mex. Central, pfd.					23 1/2
10.40 American Smelting, pfd.	58 1/2	58 1/2	58 1/2	58 1/2	58 1/2	2.800 Mo. Kan. and Texas, pfd.	42 1/2	43 1/2	42 1/2	43 1/2	43 1/2
4.00 Amer. Smelting, pfd.	103 1/4	103 1/4	103 1/4	103 1/4	103 1/4	2.800 Mo. and Tex. pfd.	42 1/2	43 1/2	42 1/2	43 1/2	43 1/2
1.000 Amer. Tel. and Tel. Co., pfd.	127 1/4	127 1/4	127 1/4	127 1/4	127 1/4	5.00 Missouri Pacific, pfd.	74 1/4	74 1/4	74 1/4	74 1/4	74 1/4
2.00 American Tobacco, com.	330	330	330	330	330	Nash, Chat. and S. L., pfd.	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
1.00 American Tobacco, pfd.	98 1/4	98 1/4	98 1/4	98 1/4	98 1/4	7.600 New York Central, pfd.	130 1/2	131	129 1/2	130 1/2	130 1/2
1.00 Atlantic Coast, pfd.	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	10.100 N. Y. Ont. and Western, pfd.	50 1/2	49 1/2	49 1/2	49 1/2	49 1/2
6.900 Atlantic Coast, pfd.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	16.100 Pa. and Western, pfd.	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
5.00 Atchison, pfd.	100 1/2	100 1/2	100 1/2	100 1/2	100 1/2	17.200 Northern Pacific, pfd.	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
1.00 Atlantic Coast, pfd.	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2	Pacific Mail, pfd.					30
35.00 Baltimore and Ohio, pfd.	11 1/2	11 1/2	11 1/2	11 1/2	11 1/2	58.700 Pennsylvania, pfd.	13 1/2	13 1/2	13 1/2	13 1/2	13 1/2
2.00 Brooklyn Rapid Transit, pfd.	77 1/4	77 1/4	77 1/4	77 1/4	77 1/4	100 Pullman, pfd.	11	11	11	11	11
1.00 Canadian Pacific, pfd.	17 1/2	17 1/2	17 1/2	17 1/2	17 1/2	50 Pressed Steel Car, pfd.	38	38	37 1/2	37 1/2	37 1/2
1.00 Chesapeake and Ohio, pfd.	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4	50 Pressed Steel Car, pfd.	100	100	100	100	100
90 Chicago Great Western, pfd.	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	200 Reading, pfd.	14 1/4	14 1/4	14 1/4	14 1/4	14 1/4
5.700 Chi. Mil. and St. Paul, pfd.	149 1/2	149 1/2	149 1/2	149 1/2	149 1/2	388.200 Republic, pfd.	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
1.00 Chicago and St. Paul, pfd.	16 1/2	16 1/2	16 1/2	16 1/2	16 1/2	50 Republic I. and S., pfd.	7 1/4	7 1/4	7 1/4	7 1/4	7 1/4
1.00 Chicago and Northwest, pfd.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	35.000 Rock Island, pfd.	28 1/2	28 1/2	27 1/2	27 1/2	27 1/2
1.00 Cleve. Cin. and St. L., pfd.	35 1/4	35 1/4	35 1/4	35 1/4	35 1/4	50 Ry. Steel Spring, com.	40	40	39 1/2	39 1/2	39 1/2
1.00 Colorado and Southern, pfd.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	Sloss-Sheffield, pfd.					26 1/2
5.60 Col. and South., 1st pfd.	70 1/2	82	70 1/2	81 1/2	82	16.400 Southern Railway, pfd.	130 1/2	129 1/2	129 1/2	129 1/2	129 1/2
2.800 Col. and South., 2d pfd.	78 1/2	80	77 1/2	78 1/2	78 1/2	62.200 Southern Railway, pfd.	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
1.000 Col. and South., 3d pfd.	130 1/2	130 1/2	130 1/2	130 1/2	130 1/2	2.000 Southern Railway, pfd.	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
3.00 Delaware and Hudson, pfd.	18 1/2	18 1/2	18 1/2	18 1/2	18 1/2	40 Standard Oil, pfd.	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
2.800 Den. and Rio Gran., com.	32 1/4	34 1/2	31 1/2	32 1/4	32 1/4	80 Tennessee Coal and Iron, pfd.	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
1.000 Den. and Rio Gran., pfd.	38 1/4	38 1/4	38 1/4	38 1/4	38 1/4	1.100 Texas Pacific, pfd.	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
1.000 Erie, pfd.	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	60.700 Union Pacific, pfd.	187 1/2	188	186 1/2	187 1/2	187 1/2
1.00 Erie, 1st pfd.	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	1.000 United States Steel, pfd.	54 1/2	54 1/2	54 1/2	54 1/2	54 1/2
1.00 Erie, 2d pfd.	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	60.100 United States Steel, pfd.	52 1/2	52 1/2	51 1/2	51 1/2	51 1/2
7.00 General Electric, pfd.	158 1/2	159 1/2	158 1/2	158 1/2	158 1/2	1.000 United States Steel, pfd.	114 1/2	114 1/2	114 1/2	114 1/2	114 1/2
7.50 Gen. Electric, pfd.	144 1/2	145 1/2	144 1/2	144 1/2	144 1/2	600 Va.-Car. Chemical, pfd.	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2
4.00 Gen. Electric, pfd.	60 1/2	60 1/2	60 1/2	60 1/2	60 1/2	1.200 Western Union, pfd.	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
4.400 Hooker Coal and Iron, pfd.	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	1.200 Wabash, pfd.	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2
1.000 Illinois Central, pfd.	142 1/2	142 1/2	142 1/2	142 1/2	142 1/2	7.500 Wabash, pfd.	48 1/2	48 1/2	47 1/2	47 1/2	47 1/2
1.000 Int. Metropolitan, pfd.	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	200 Western Union, pfd.	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
1.000 Int. Metropolitan, pfd.	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	300 Western Union, pfd.	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2